

November 20, 2014
ATLC meeting

Active Transportation Program Survey and Successful Applications from Cycle 1

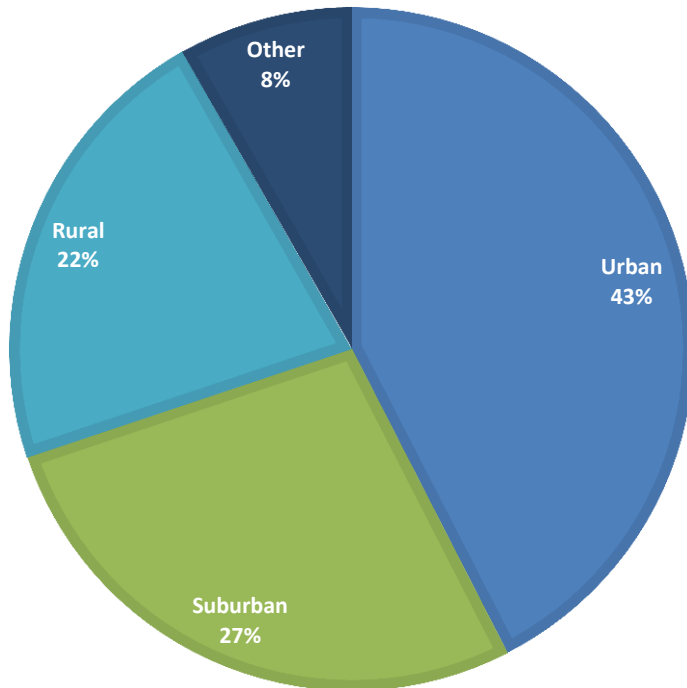
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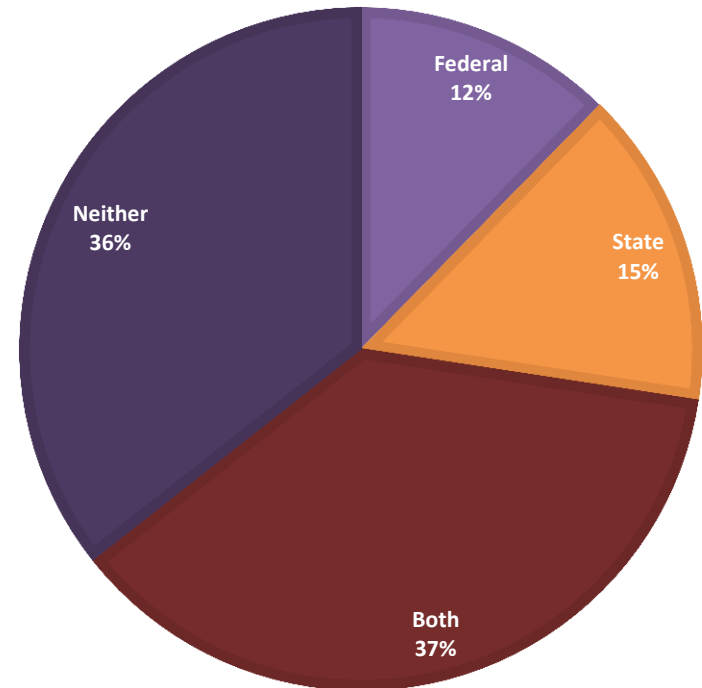
Survey Results Preview

73 RESPONSES FROM JUNE 16 – 24

RESPONDENTS LOCATION TYPE

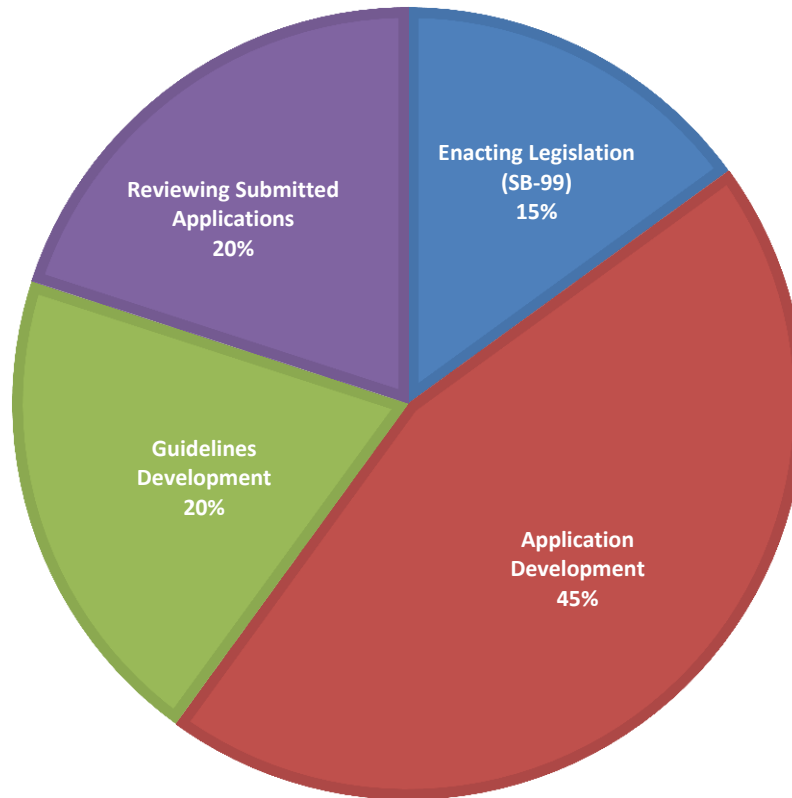


PREVIOUS SAFE ROUTES TO SCHOOL FUNDING



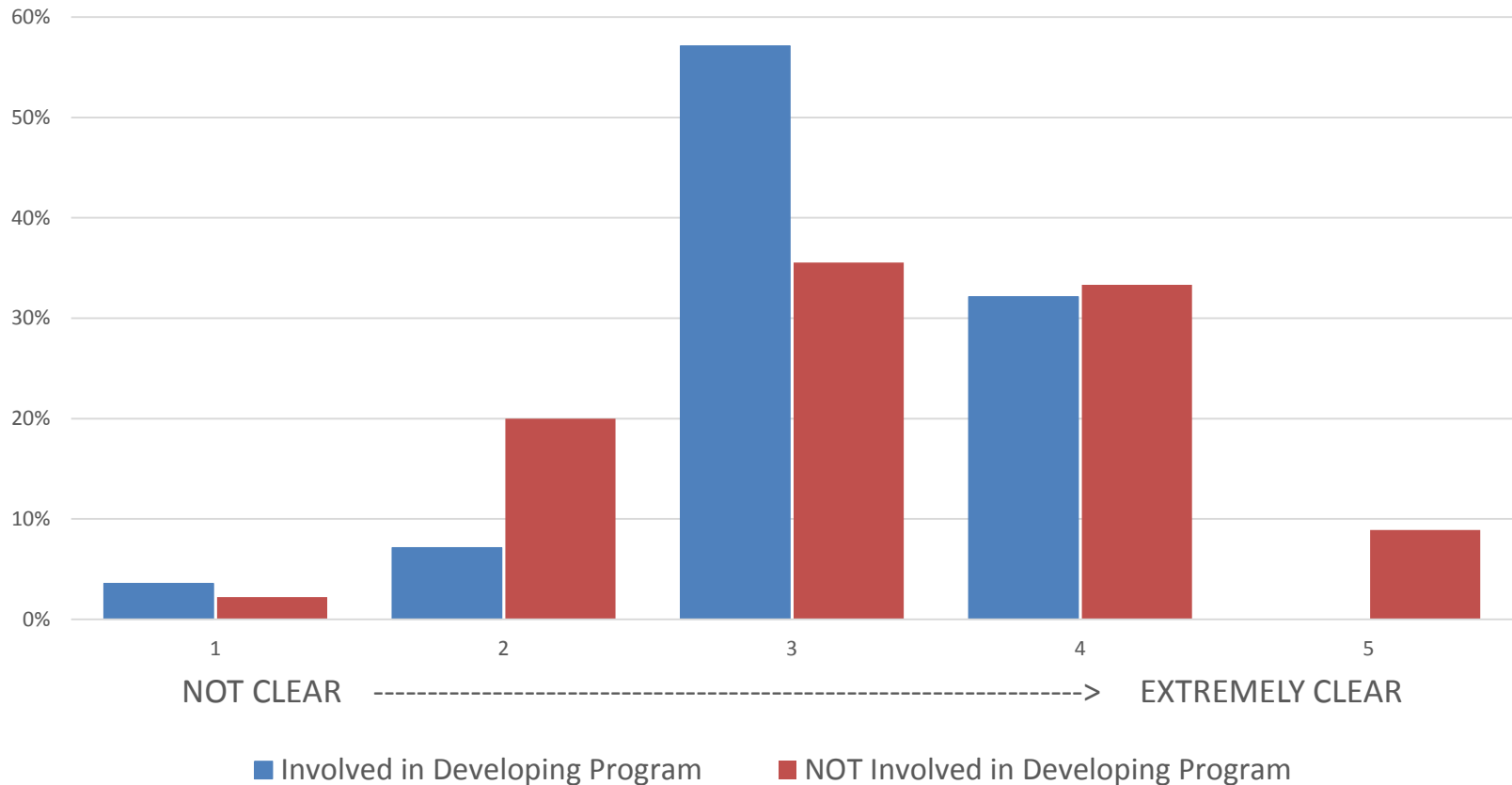
Guidelines Development

38% OF RESPONDENTS
WERE INVOLVED IN
DEVELOPING THE ACTIVE
TRANSPORTATION
PROGRAM



Guidelines Development

CLARITY OF GUIDELINES





Applying for Funds

78% OF RESPONDENTS **APPLIED FOR ACTIVE TRANSPORTATION PROGRAM FUNDS**

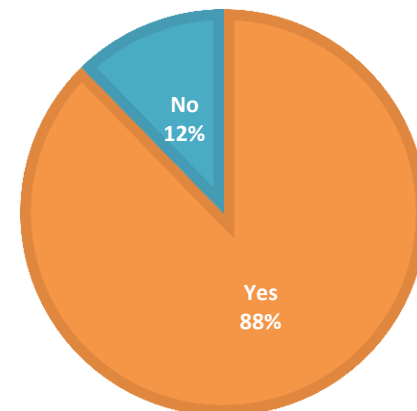
15% WANTED TO SUBMIT ADDITIONAL APPLICATIONS

100% THAT TURNED IN 5 OR MORE APPLICATIONS WERE FROM CITIES / PUBLIC WORKS DEPARTMENTS.

88% APPLIED FOR A PROJECT THAT BENEFITS A DISADVANTAGED COMMUNITY

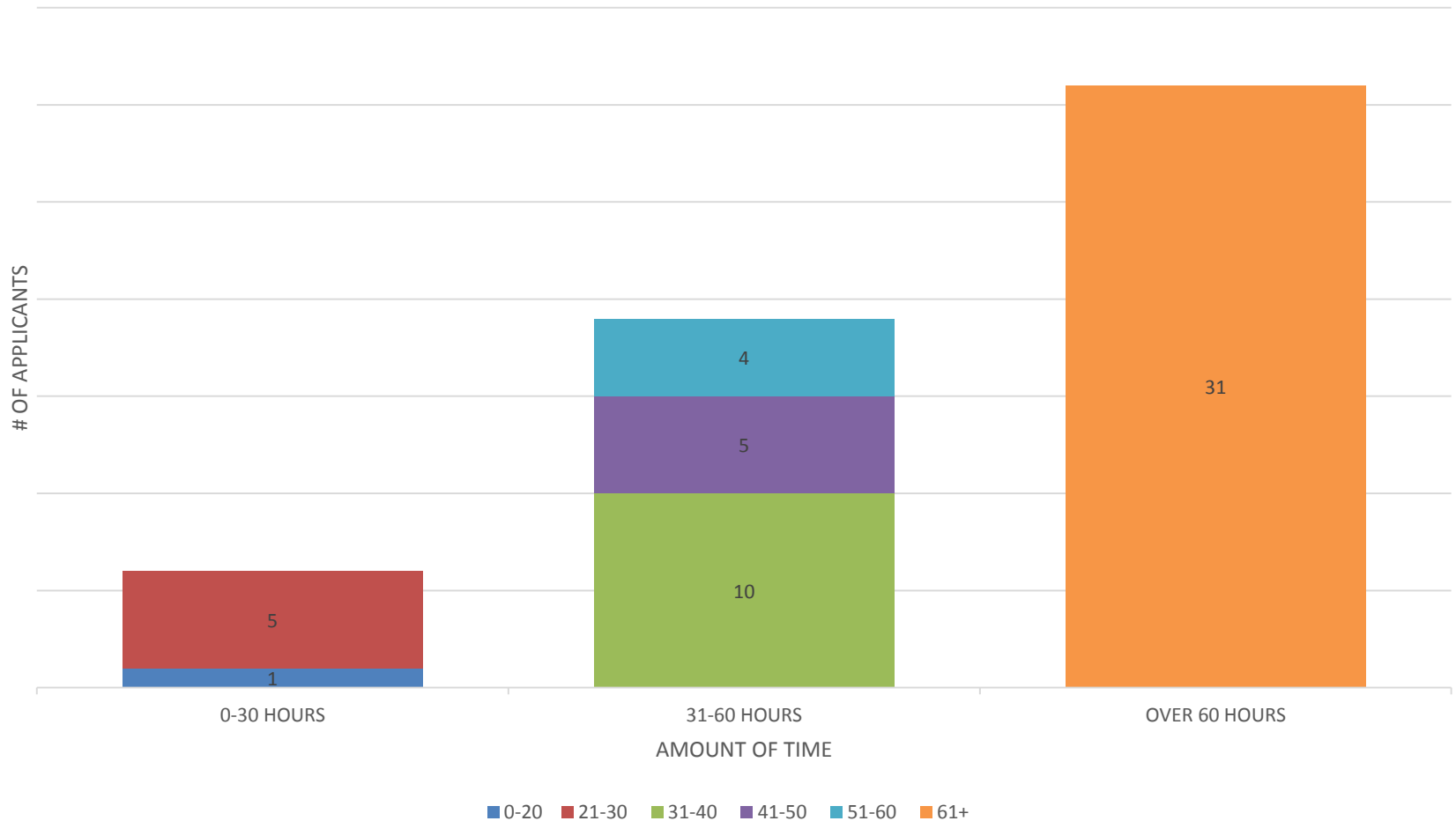
46% WORKED WITH A COMMUNITY GROUP

84% HAVE MASTER AGREEMENTS WITH CALTRANS



Cycle 1 Survey Responses

AMOUNT OF TIME SPENT ON APPLYING





Cycle I Survey Responses

THE FOUR TOP CHALLENGES

1 in 3 applicants in the survey mentioned **cost effectiveness** as a challenge.

Finding supporting data was listed as a challenge for **28%** of respondents.

Problems associated with the **application style/setup** were noted as a challenge for **26%** of respondents. Notably, many applicants suggested having **separate infrastructure and non-infrastructure** applications.

1 in 4 applicants in the survey found the **amount of work/time spent** on the application was challenging.

Successful Cycle 1 Applications



Question 1: Mode Shift

Answers from awardees included...

- Ped/bike counts and surveys with clear explanation of methods
 - i.e. conducted by local walk/bike coalition, automated counters, etc.
- SRTS project data from student travel tallies and parent surveys
 - National Center for SRTS www.saferoutesinfo.org/data-central/data-collection-forms
- Description of orientation of project to key destinations - housing, jobs, schools, services
- Non-infrastructure encouragement components



Question 1: Mode Shift Examples

“Following project construction, a 5% increase in pedestrian traffic is expected (37 pedestrians) during the afternoon school release. The increased activity is based on estimated values provided by the World Health Organization’s Health Economic Assessment Tool (HEAT) and from rates summarized in the 2007 California Health Interview Survey (CHIS) for the San Diego County Health North Costal Region. See Attachment H for detailed calculations. Post completion use of the project will be monitored for two cycles of the City’s traffic monitoring program.”

- City of Vista

Question 1: Mode Shift Examples

Students living...

- ¼ mile or less 47%-60% walk on a typical day, 53% have asked permission to walk
- ¼ to ½ mile up to 22% walk on a typical day, 56% have asked permission to walk
- ½ to 1 mile: 12-15% walk on a typical day, 18 % have asked permission to walk
- more than 1 mile typically do not walk or bike to school, 18% asked permission to walk

Reasons for not walking or biking to school include:

- 75% traffic volumes
- 73% speed of traffic
- 65% safety of crossings
- 44% lack of sidewalks and pathways

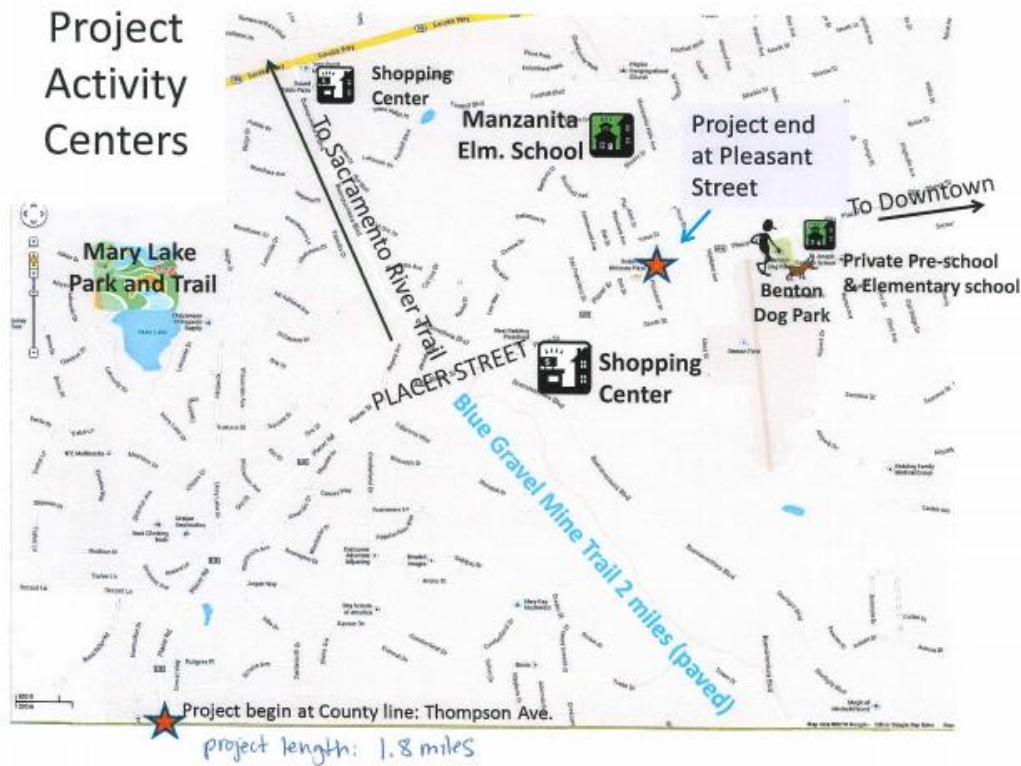
- *City of Redding*



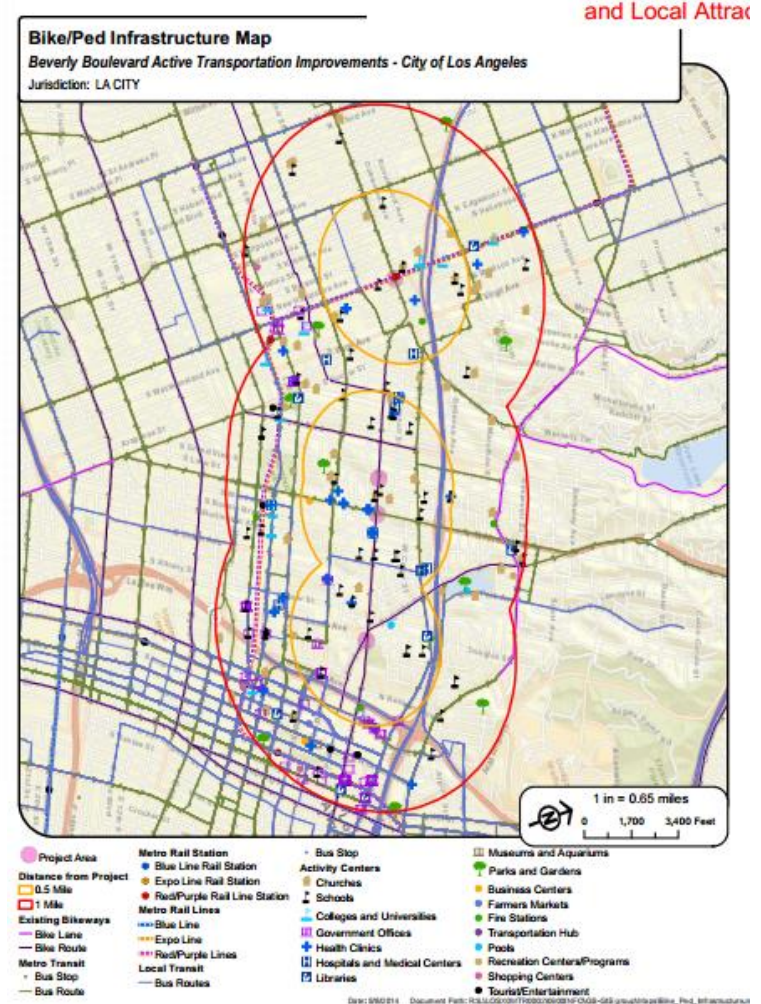
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Question 1: Mode Shift Examples



-City of Redding



-City of Los Angeles

Question 2: Safety

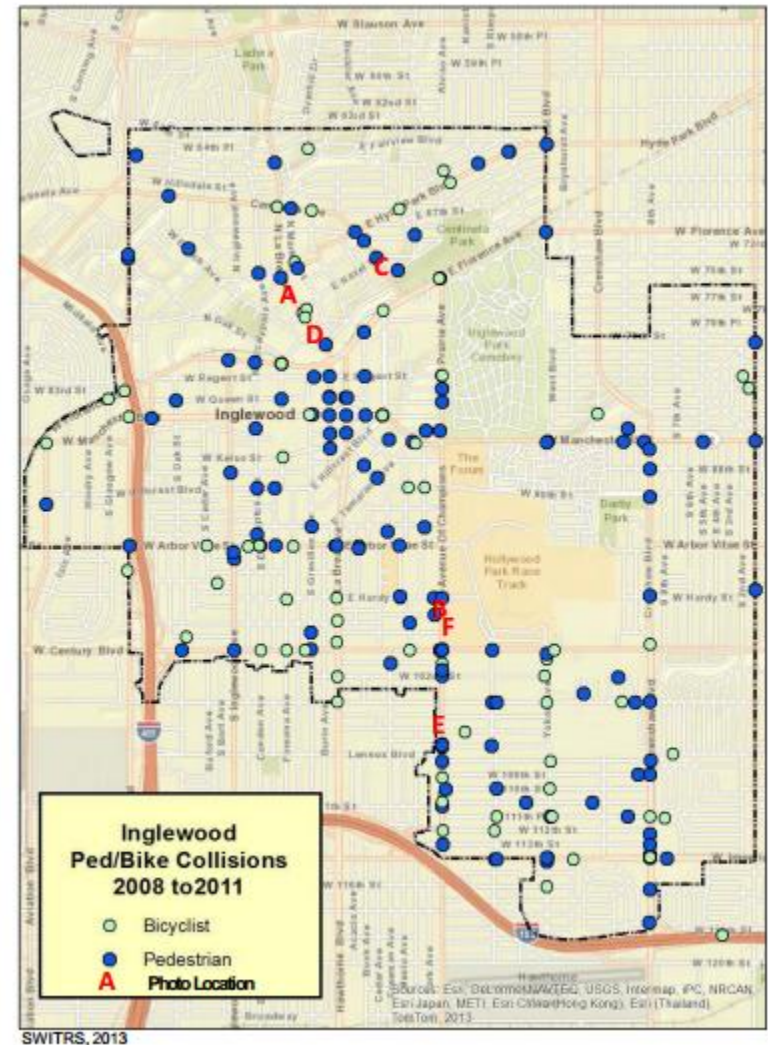
Answers from Awardees included...

- CHP SWITRS data = Statewide Integrated Traffic Records System
 - TIMS data = Transportation Injury Mapping System: <http://tims.berkeley.edu/>
 - SRTS Collision Map Viewer
- Survey concerns about safety in the project area
- Images of safety hazards
- Non-infrastructure safety education and enforcement for pedestrians, cyclists, and motorists

Question 2: Safety Examples

“In the 2009 California Office of Traffic Safety (OTS) safety rankings of California cities, Inglewood ranked 5th out of 56 California cities for the number of pedestrian casualties (injured or killed) by average population, with 1st being worst. Inglewood ranked 6th out of 56 for the number of pedestrians killed based on daily vehicle miles traveled for cities in the same population group. From 2008 to 2010, there were 131 pedestrian and 58 bicyclist casualties in Inglewood.”

- City of Inglewood



Question 2: Safety Examples



People walking in Troth Street when path is blocked by parked cars



Lack of sidewalk results in people walking in the street along with moving vehicles.

-Riverside County Dept of Public Health



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Question 2: Safety Examples

Photo 3—Intersection of Madison Street and Cecil Avenue (looking north toward Delano Skate Park and Delano High School)

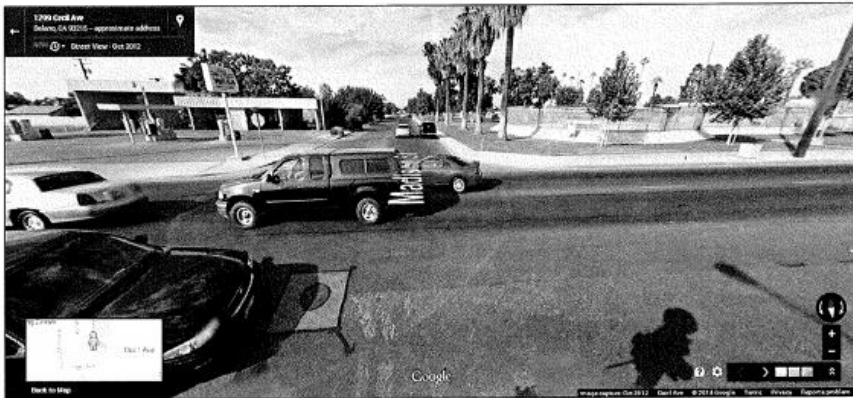


Photo 5—Intersection of Garces Highway and Clinton Street (looking west toward Nueva Vista Language Academy)

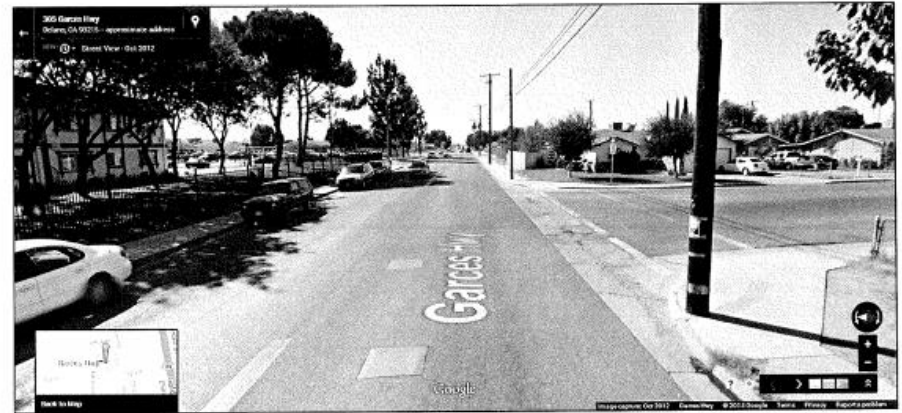


Photo 4—Intersection of Clinton Street and 14th Avenue (looking south toward Fremont Elementary School)



Photo 6—Intersection of Garces Highway and Dover Place (looking west)



- City of Delano



Question 3: Public Participation and Planning

Answers from Awardees included...

- Demonstrated community involvement, interest, and support
 - Existing task forces or committees, parent volunteers
 - Wellness or SRTS policy
- Many letters of support from broad partnerships
 - other agencies, community-based organizations, elected officials



Question 3: Public Participation and Planning

“The County has a long history of proactive involvement with stakeholders for the betterment of the Florence-Firestone community. One such example is the Florence-Firestone Community Enhancement Team (Team) that was made of staff from different County Departments, including the Sherriff, and Departments of Parks and Recreation, Regional Planning, Public Health and Public Works. The Team has been working with local schools and community stakeholders such as the Florence-Firestone Community Leaders (FFCL) to address quality of life issues such as code enforcement, economic development, and traffic safety in the community.”

- City of Los Angeles

Question 5: Public Health

Answers from Awardees included...

- Consult or partner with local public health department
- Identify obesity/inactivity and asthma/air quality issues specific to the community or school district
- California Health Interview Survey: www.chis.ucla.edu





Question 5: Public Health Example

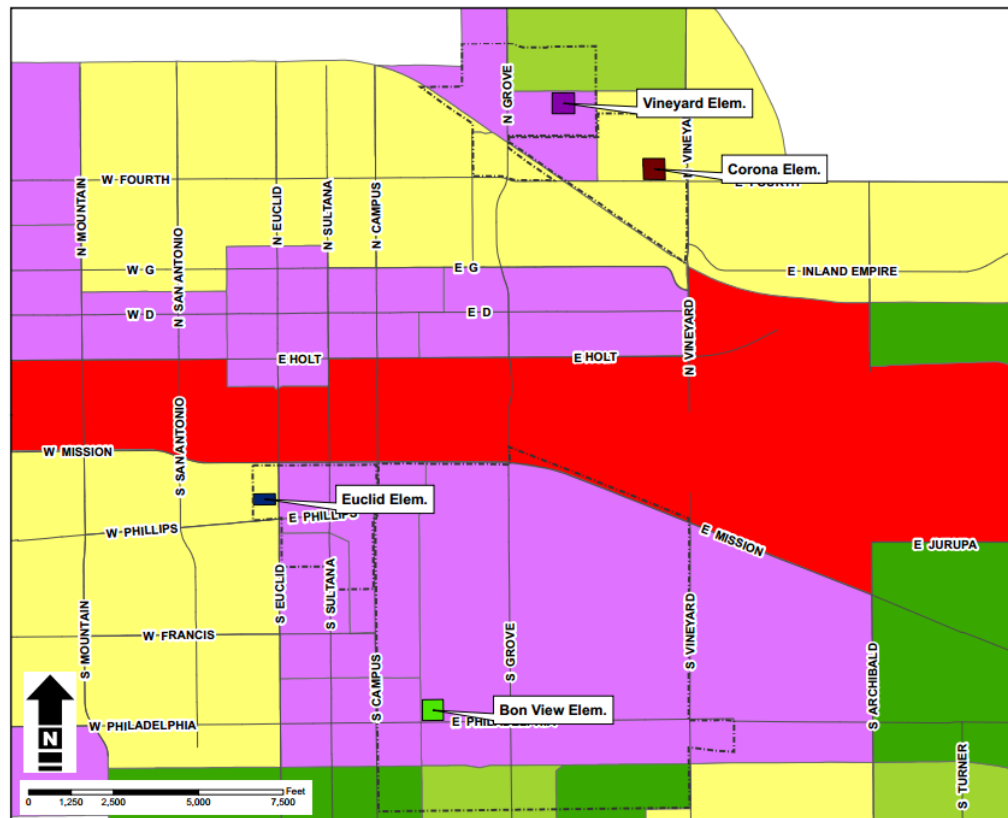
*“The Florence-Firestone community is located in the economically disadvantaged South Los Angeles area. The community is **exposed to high concentrations of Ozone, Particulate Matter 2.5, and Diesel Particulate Matter emissions** according to CalEnviroScreen (CES) data. This is primarily due to the proximity of several major freeways and high traffic density in and around these communities. The CES data also shows a **prevalence for asthma related hospital visits** in the area, which can be attributed to traffic pollution. The Florence-Firestone Community has an **adult obesity rate of 38.7% and a childhood obesity rate of 31%** based on 2008 data compiled by the County's Department of Public Health (DPH). The prevalence of childhood obesity is determined by using body mass index (BMI) measurements of 5th, 7th, and 9th grade public school children from the annual California Physical Fitness Testing Program.”*

- City of Los Angeles

Question 6: Disadvantaged Community Benefit Examples

“1/3 of the proposed project will fund disadvantaged school communities... 34 public schools are in MTC’s Communities of Concern, which is 33% of the entire SFUSD. We intend to reach underserved parents by providing tailored active transportation toolkits in the targeted language...”

*-San Francisco
Department of
Public Health*



ATTACHMENT 5

Median Income
By Census Tract

Legend

Elementary School Locations

- Bon View Elementary
- Corona Elementary
- Euclid Elementary
- Vineyard Elementary
- Elementary School Boundaries

Median Income

- Less than 50% of State Median (\$30,173 - \$30,700)
- 50% - 80% of State Median (\$30,701 - \$49,120)
- 80% - 100% of State Median Income (\$49,121 - \$61,400)
- 100% - 120% of State Median (\$61,401 - \$73,680)
- Greater than 120% of State Median (greater than \$73,681)

Secondary Map Symbols

- Major Streets

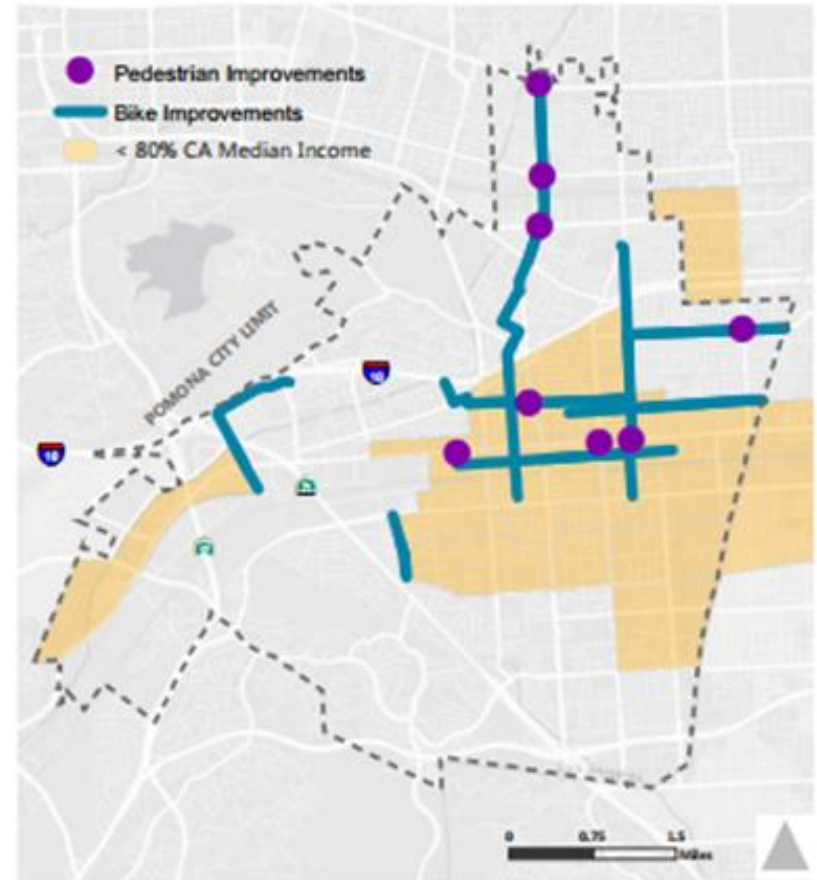
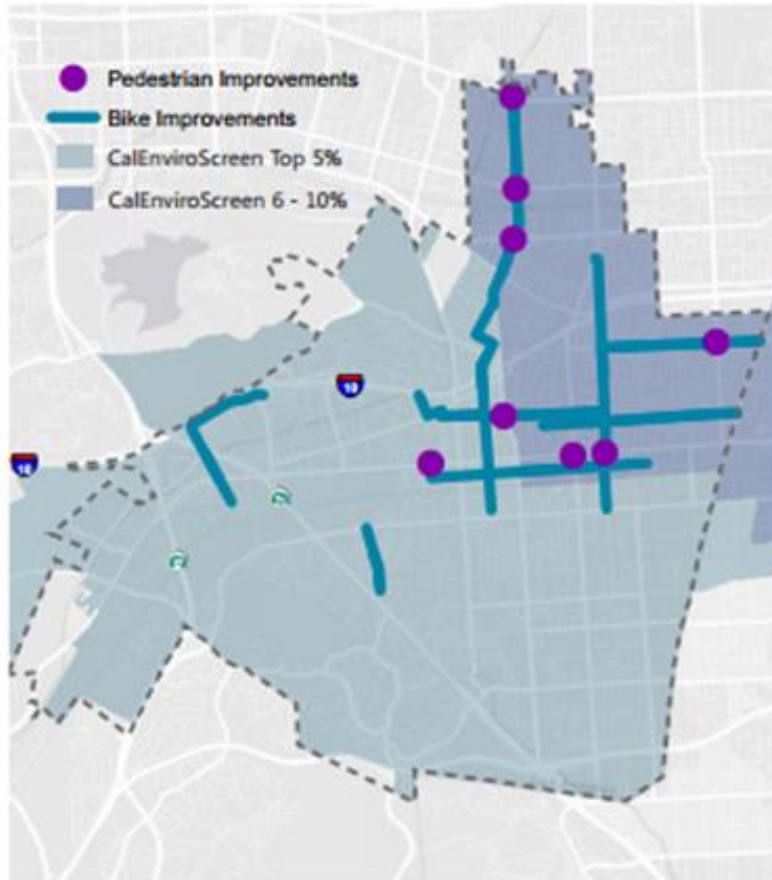


May 21, 2014

Source: 2012 American Community Survey

Question 6: Disadvantaged Community Benefit Examples

Figure 6-1: Maps showing the project area overlap with CalEnviroScreen score (left) and Median household income less than 80% (right)



-City of Pomona



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Question 6: Disadvantaged Community Benefit Examples

Attachment 1: Figure 4: Median Household Income and CES Score

-City of Los Angeles





Cycle II Anticipated Timeline & Changes

Dec 2014

Guidelines update workshops

Mar 2015

Cycle II call for projects

May 2015

Application deadline

What will change?

- Cost/benefit calculator tool
- Application: structure & going online
- More clarity in application questions and scoring
- Possibly more...

Start preparing now...



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SafeRoutesCalifornia.org/srts-atp-funding

Safe Routes to School in California

Safe Routes to School National Partnership

GO

BAY AREA NETWORK

SO CAL NETWORK

THE CALIFORNIA NETWORK

POSTS

COMMENTS

ABOUT

GET INVOLVED

NEWS BY POLICY

Community Centered
Schools

Transportation Funding

State Legislation

California Network
Events

Join the Network

Events

RESOURCES

CONTACT

Active Transportation
Program Funding

Take Action

ATP Goals & Priorities

Identify competitive
projects

Apply for funds

Training and Resources

Policy Updates

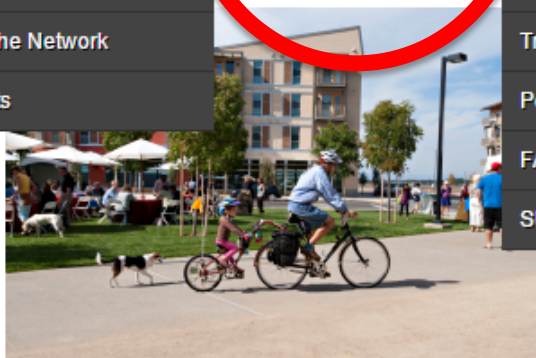
FAQs

SURVEY

AHSC Grant Program – Draft Guidelines released this week

OCTOBER 21, 2014 BY JEANIEWW [LEAVE A COMMENT](#)

A couple of weeks ago the Strategic Growth Council released [draft guidelines](#) for the Affordable Housing and Sustainable Communities (AHSC) Grant Program, a potential new source of funding for walking and bicycling in California. \$120M in grants will be awarded in Spring of 2015 for shovel-ready proposals that integrate many aspects of sustainable communities such as affordable housing development, transit improvements and ridership programs, urban greening and other green infrastructure, along with active transportation network connections to other key destinations. The goal of the AHSC Program is to reduce greenhouse gas emissions, invest equitably in disadvantaged communities, and maximize public health, environment, and economic co-benefits. [Read more of this post](#)



Facebook social plugin


Los Angeles County Active
Transportation Collaborative



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Safe Routes to School National Partnership
www.saferoutescalifornia.org
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About Us

We are a non-profit organization and network of more than 650 partner organizations that improves the quality of life for kids and communities by promoting active, healthy lifestyles and safe infrastructure that supports bicycling and walking.